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Every man can exert such judgmen as he has upon the works of others, and he whom nature has made weak, and idleness keeps ignortal, may yet sup-port his vanity by the name of a

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COMMERCE AND THE SEA.

Magazines

The interchange of commodities be veen the various nations of the earth is a subject full of interest to every intelligent person in the world, for upon the continuance of such commercial in-The all, been little more than the developstuse of all human improvement-disuplied come very valuable trade sta- this clear:-

Beirium....

Switzerland

*United States.....

United Kingdom.....

France ...

Italy ...

Austria.

tlatics for the purpose of establishing the head of the line of pack saddles, or spoken to. After long service each and the thesis that the great mass of the aprajoes, which 'ie upon the ground, mal comes to know his place in the percourse depends the happiness and the peoples of the carth, whilst the sea ready for the march the word is givprosperity of all but a very small frac- unites them. Mr. Bowies proceeds to en, and the bell horse leads off, the affirm that it is historically true that pack mules following and the thirteen progress of civilization itself has, after the first communications between na- men of the train riding at either side. tion and nation were by water: that A march is made around the military ment of trade between nations, since buman effort has always most suc- reservation or into the country beyond, by this means alone could that great cuesfully followed the coast line; that list as in active service, and after where the sea reaches there human ac- three months of this drilling both medistant of labor-have free play. Thus tivity is always to be found, and that and mules know their duties. the efforts of mankind have from all where the sea reaches not there all. The aprajoe resembles an immens

ims been devoted to bridging the communication with the rest of the pair of anddisbags. The frame work pace which separated them from their world comes last and least of all. To is of willow and the bags of stiff cllows, and step by step humanity support these propositions a number of leather stuffed with hay. A round hole has triumphed, and the forces of nature statistical tables have been compiled out in the inside leather wall allows have gradually become the bonds of dealing with the sea trade and the the handler to insert his hand and reunion instead of the great dividers of total trade of all the great nations, and, move the hay from a point where the the peoples of the earth. Mr. Gibson apart altogether from the obviousness; mule may become chafed, thus reliev-Bowles, a member of the British par- of most of the affirmations, it must be ing the pressure and permitting the sorliament, has written a very interesting confused that they are handsomely spot to heat. On the Western plains a article in an English paper on the supported by these figures. The ac- mule can carry 350 pounds, but in troprelative parts played by the land and companying tables, compiled from the ital countries 200 pounds is considered the sea in this struggie, and he has statistics given in the article, will make Table showing the value of the total trade (imports and exports) carried respectively by sea and by land of the ten principal trading countries in the world for the year 1896:

Prop'n by ® Total Trade By Sen. 141.255,000 91,887,425 65.0 427,555,000 277,910,750 65.0 247,164,000 51,954,646 33.0 230,307,600 108,646,824 47.1 350,890,000 264,656,464 69.5 107,653,500 land only 97,026,000 56,094,744 19,772,568 326,149,178 94.2 738,188,000 728,188,000 seg. only Fotal for ten principal countries ... 2,839,502,600 1.965,249,999 69.2

Table showing the percentage of imports and caports carried by sea by the various nations in 1594 as compared with 1896

þ		Imports.		Exports.	
ř		Per cent 1884	by sea. 1896	Per can	t by sea. 1896
	Russia in Europe	54.8	67.8	72.4	71.5
ì	Prance	65.3	70.6	66.7	65.3
ì	Italy	59.2	65.9	41.3	48.9
ì	Germany	. 25.6	65.0	36.6	65.0
K	Holland	35.2	47.6		15.9
	Belglum.	45.3	47.6	35.4	48.7
	Austria.	29.9	19.8		12.6
	United States	96.2	95.4	96.6	93.1

"This does not include the vast internal trade of the United States, which amounts in the aggregate to nearly as much as the whole of Europe combined

ern times is for sea carriage to increase thir

from these figures are as follows: - Mage, and, judging from the number of (t) That the whole trade between all leviathan steamers built and building. the snumerated nations of the world this movement is certain to continue. amounted in 1896 (approximately) to it is exceedingly interesting to have £2,342,309,000. (2) That of this trade facts such as these brought to public that which was carried on by the ten notice even if they are more than usu- THE ORIGINAL principal nations named amounted to ally obvious. The great reason why £7.859,502,000. (3) That of this last trade tends seaward is that the nations named trade as much as £1,965,249,997 which are separated from each other represents trude carried on by sea. (4) by long distances are likely to reap Gives a most delicious flavor to That the trade carried on by sea was most mutual benefit by an interchange from 86.5 per cent to 71,5 per cent of the of commodities, and this, combined with whole. (5) In short, two-thirds in value, the freedom of the ocean, and the of the trade was carried on by sea, and marvelous development of modern only one-third by land. The second times in regard to ship propulsion, gives carriage by sea a natural advantage, which it must, in the nature of

THE MULE'S EDUCATION.

His Systematic Course of Training for Army Pack Duty at Jefferson Barracks.

ST. LOUIS, Mo., Oct. 28.-Just now who recently made purchases of several thousand mules in this vicinity, says the St. Louis Dispatch, for service in the Transvaal, has returned to this city to increase his orders. Many of but most of them are Missouri bred. Captain Smith, who accompanied Major Scobell, says that the Missouri mule is the best anywhere; he has bought many in Spain and in other states of this union than Missouri, but he thinks the animals from this state are superior to all for pack train duty.

W. W. Witt, the chief packer and trainer of mules for this branch of the service in the United States army, thinks the Texas mule makes the best pack animal, though he requires more training than the Missourian. The times; but to make them truly ours range and picks up his own living, and when he is bought by Uncle Sam he chafes at first under the restraint, but once trained and made to understand his duties he is a splendid pack animal. Mr. Witt admits his superiority, though he himself is a loyal Missou-

> rian. Jefferson Barracks, just south of St. Louis, is the training headquarters for pack mules for the United States army. gone their preliminary training there. At present there are nearly three thousand mules doing duty as pack animals Pormerly Ta.oma College of Denta in Cuba, Porto Rico, the Philippines, Alaska and on the Western plains in connection with army operations.
>
> When the war against Spain began m. to 5 p. m. Free oral surgical clinic Seaside 9:45 a. m. there were but few mules on duty. Saturday, 1:30 p. m. to 3 p. m. A. R. Passengers may shown on schedule and the experienced mule handlers in the experienced mule handlers in the same of th and the experienced mule handlers in charge. there are in active service thirty-seven pack trains, made up of sixty-three mules each, and three more such trains have been packed to be such trains have been packed and three more such packed and three more suc trains have have been organized and are being drilled daily at Jefferson barracks under Chief Packer Witt's su-

The organization and training of a mule pack train requires an immense amount of patient labor. Daily drills for about three months are necessary 327 Washington Street, Eastern and European points. Open every ay from 3 o clock to 5:30 before the innate obstinacy of the animal may be quelled by discipline West Cor. Eleventh and Duane Streets, and the mule be made to know that he

is capable of becoming a useful part of an orderly system. When purchased by the government, at a cost of about \$85 a head, the mule is branded at once with the letters "U. S." on the left snoulder. When he arrives at the barracks his train number is branded upon him, and he is shod by expert This signature on every bottlethe Missouri mule is in great demand blacksmiths. Then he is put into a as a pack animal for army purposes. corral with the other members of his train, and his real troubles begin. Every day he is made to go through a certain performance to fit him for

his future duties. There are 50 pack mules in a train, thirteen saddle mules and a bell horse. THE PARLOR the mules he purchased are from Texas. The last is a very important part of the train. It is his duty to wear a bell and march at the head of the caravan, the pack mules falling in behind and following faithfully wherever the bell horse leads. Usually a white horse is Social attention given to family orders. chosen as the bell animal. Mules will pure C COE M follow a white horse more faithfully than one of any other color; moreover, a white horse is more easily distin- Special attention given to family orders. guished at night when he may wander away from camp, and where the bell horse is found the mules are always

> Every morning at the barracks the bell horse is led out and stationed at

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15th and Couch Sts., Portland. All mules in the service have under- Member of National Association of Dental Faculties.

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PORTLAND, ORB.

world's trade is carried on by sea, and The mules soon learn to fall in line that the proportion so carried on tends, behind him, and the muleteers go in spite of the great improvements in through the process of strapping upon rear of the procession; and in this reland communication, rather to increase them the aprajoes and the goods to be spect a mule's wishes are recognized by than diminish. Beginning with the carried, which are done up in canvass broad assertion that the land divides and are known as the cargo. Once

a sufficient burtien. The load of onanimal is usually divided into two equal bundles. The bundles are placed or his back lengthwise' and secured temporarily with what is termed the sling rope. Then the lash rope, tied in what is called the diamond hitch, sc-

The men comprising the mule train craw are not enlisted; the service is wholly civilian. A pack master goes with each train, in charge of it. One of the men, known as the cargodore is responsible for the safety of the cargo. Each train has a competent blacksmith and a cook. The men carry tents and camping outfits the same as a military organization.

cures the bundles to the animal's back

so that no amount of kicking or wal-

lowing will relieve him of his burden,

Climate has little effect upon a mule, Last year a pack train that had been sent to Alaska was recalled and sent to Porto Rico. Sixty-three animals came out of the frozen North, and after several months' service under the hot sun of Porto Rico sixty-two of them came back and were sent to Manila. Mr. Witt, who handled this train in Alaska and Porto Rico, says that the animals seemed just as hardy in one climate as in the other. The main thing is to keep them properly shed and regularly fed.

Each mule in a train is numbered resculively and at first is known by his comper, but in time he has his ndividual name and knows when he is

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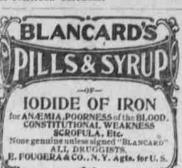
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City ticket office Astoria, 524 Commer-J. C. MAYO, tial street. Gen'l Fr't and Pass Agent,

mule gives the handlers but little trou ble after the severe course of discipline Acme Gluten Farina, Acme Wheat Flakes and Standard Rolled Oats





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mal comes to know his place in the line and always falls in there. Some prefer to be up near the bell horse, while others choose to bring up the rear of the proposed to be up near the bell horse,

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